The Story of a Wreck

Thrilling and Romantic Acc a Mutiny at Sea.

> BY W. CLARK RUSSELL CHAPTER L

There was every appearance of a southwesterly wind. The coast of France was rapidly fading from sight. The sun stood within an hour of setting beyond a bleak foreland. The nort wind, which had rattled us with as acre of foam at our bows right away down the river, was dropping fast and there was barely enough air to keep the royals full. The whole stretch of was lovely at that moment, full of the great peace of an ocean falling asleep, of gently moving vessels, of the solemn gathering of shadows. The town of Deal was upon the starboard bow, a warm cluster of houses, with a windmill on the green hills turning drowsily; here and there a window with a sudden beam of light an inclined beach in the foreground, with groups of boats high and dry upon it, and a line of foam at its base, which

it, and a line of foam at its base, which drug upon the shingle so that you could hear it plainly amid intervals of silence on board the ship.

I was in a proper mood to appreciate this beautiful, tranquil scene. I was leaving England for a long spell; and the sight of this quiet little town of Deal and the grand old Foreland cliffs beautiful. shutting out the sky, and the pale white shores we had left far astern, went right to my heart. Well, it was just a quiet leave-taking of the Old Country

without words or sobs.

"The pilot means to bring up. I have just heard him tell the skipper to stand by for a light sou westerly breeze. This is a most confounded nuisance! All hands, perhaps, in the middle watch to get under way."

hands, perhaps, in the middle watch to get under way."

"I expected as much," said I, turning and confronting a short, squarely built man, with a power of red hair under his chin, and a skin like yellow leather through thirty years' exposure to sun and wind and dirt all over the world. This was the chief mate, Mr. Ephraim Duckling, contidently assumed by me to be a Yankee, though he didn't talk with his nose. I had looked at this gentleman with some doubt when I first met him in the West India Docks. He had blue eyes, with a cast in the port optic. This somehow made him humorous, whether or no, when he meant to be droil, so he had an advantage over other wits. He had hair so dense, coarse and red withal, that he might safely have been scalped for a doory have been scalped for a door. His legs were short, and his very long and broad, and I sed his strength by the way his guessed his strength by the way ma arm filled out, and threatened to burst arm fined ont, and threatened to burst up the sleeve of his coat when he bont it. So far he had been polite enough to me, in a mighty rough, fashion in-deed; and as to the men there had been kittle occasion for him to give or-

ders as yet.
"I expected as much," said L "I
doubt if we'll fetch the Downs before There is a little wind over the land,

near the gailey, taiking with the cook, a fat, pale man, with flannel shirt-sleeves rolled above his elbows. The pigs in the long-boat grunted an accompaniment to the chattering of a mass of hens cooped under the long-boat

The skipper stood on the weather side of the poon, against the side of the poop, against the star-board quarter-boat, conversing with the pilot. Have before you a tall, well-shaped

have before you a tall, well-shaped man, with iron-gray hair, a thin, aquiline nose, a short, compressed mouth, small, dark eves, which looked at you imperiously from under a per-fect hedge of cyebrow, and whitish whiskers, which slanted across his checks, dressed in a tall hat, a long worker, included and source took look monkey-jacket and square-tood boots. Captain Coxon was a decidedly good-looking man. I had heard before I joined the Grosvenor he was a
smart seaman, though a builty to his
men. But this did not prejudice me.
I thought I knew my duties well
He took one out from a drawer in
which he kent the dough for the I thought I knew my duties we enough to steer clear of his temper.

The pilot was a live of the control of the pilot was a live of the control of the contro

The pilot was a little dusky-faced man, with great bushy whiskers, and a large, chocolate-colored shawl round his throat, though we were in August. I was watching these two men talking,

when Duckling said:
"It's my belief that we shall have trouble with those fellows forward. When we trimmed sail off the North Foreland, did you notice how they

went to work?"
"Yes, I did. And I'll tell you what's "Yes, I did. And I'll tell you what's the matter. As I was going forward after dinner, the cook stopped me, and told me the men were grambling at the provisions. He said that some of the polk served out stunk, and the bread was moldy and full of weevils." "Oh, is that it?" said Duckling. "Wait till I get them to sea, and I'll

give them my affidavit now, if they like, that then they'll have something to cry over. There's a Portugee fellow among them, and no ship's company can keep honest when one of those fel-

lows comes aboard.

He went to the break of the poop and stared furiously at the men about the galley. Some of them grew uneasy, and edged away and got round to the other side of the galley others of those of the side of the galley others. other side of the galley; others, of those who remained, folded their arms and stared at him back, and one of them

"You lazy hounds!" he bellowed, in a voice of thunder, have "you nothing to get about? Some of you get that cable range there more over to windward. You, there, get some scrubbing-brushes and clean the long boat's bot-tom. Fill teach you to palayer the sook, you grambling villains!" and he a movement so full of menace

Justled about.

I looked at the skipper to see what he thought of this little outbreak; but neither he nor the pilot paid the smallest attention to it; only when Duckling had made an end, the pilot gave an order which was repeated by the chief male with lungs of brass:

"At here, and clew up the main-

"Aft here, and clew up the main-The men threw down the scrubbing-broshes and chainhooks which they had picked up, and came aft to the main-deck in a most surly fashion.
Duckling eyed them like a mastiff a
cat. I noticed some smart-looking
hands among them, but they all to a
man put on a lubberly sir; and as they
hauled upon the various ropes. man put on a lubberly sir; and as they hauled upon the various ropes, I heard them putting all manner of coarse, violent expressions, having reference to the ship and her officers, not their same.

reference to the ship and her officers, into their songs.

They went up aloft slowly and laid out along the yard, grumbling furiously. And to show what bad sailors they were, I suppose, they stowed the sail villainously, making a bunt that must have blown out to the first capful of wind.

Meanwhile, Duckling waited until the men were off the yard and descending the rigging; he then roared out: "Furl the mainsail"

The men stopped coming down, and

The men stopped coming down, and looked at the yard and then at Duck-ling; and one of them said, in a sullen tone: "It is furled."

ling; and one of them said, in a sullen tone: "It is furled."

I was amazed to see Duckling hop off the deck on to the poop-rail and spring up the rigging; I thought he was going to thrash the man who had answered; and the man evidently thought so too, for he turned pale, and edgod sideways along the ratifine on which he stood, while he held one of his hands elenehed. Up went Duckling, shaking the shrouds violently with his ungainly, sprawling way of climbing. In a moment he had swung himself upon the foot-rope, and was easting off the yardarm gaskets. I don't think half a dozen men could have loosed the sail in the time taken by him to do so. Down it fell, and by him to do so. Down it fell, and down he came, handover fist, bounded up the poop-ladder, and without loss of breath, reared out: "Furl the main-sail!"

The men seemed inclined to disobey; some of them had already reached the bulwark; but another bellow, accompanied by a gesture, appeared to decide them. They mounted slowly, got upon the yard, and this time did the job in a sallow like feature.

in a sailor-like fashion.
"I'm only beginning with them," he "I'm only beginning with them, ne said, in his rough voice, to me; and then glanced at Coxon who gave him a nod and a smile.

The pilot now told me to go forward and see every thing ready for bringing

up.

The royals and top-gallant sails were clowed up and furied, and then the order was given to let go the top-sail halliards. Down came the three heavy with yards rumbling along the masts, with the sound of chain rattling over sheaves. The canvas fell into festoons,

sheaves. The canvas fell into festoons, and the pilot called:

"All ready forrard?" "All ready."

"Let go the anchor!"

"Stand clear of the cable!" I shouted.

Whack! whack! went the carpenter's draving-hammer. A moment's pause, then a tremendous splash, and the cable rushed with a hoarse outery through the hawser-hole. the hawser-hole.

When this job was over I waited on

When this job was over I waited on the fore-eastle to superintend the stow-ing of the sails forward. The men worked briskly enough, and I heard one of them who was stowing the fore-top-mast stay-sail say: "that it was good luck the skipper had brought up. He didn't think he'd be such a fool."

This set me wondering what their meaning could be; but I thought it best to take no notice, nor repeat what I had heard, as I considered that the less Mr. Duckling had to say to the men the better we should all get on.

It was half-past seven by the time he sails were furled, and the decks cleared of the ropes. The hands went below to tea, and I was walking aft when the cook came out of the galley.

and said:
"Beg your pardon, sir; would you mind tasting of this?" And he handed me a bit of the ship's biscuit. I smelled it and foand it moldy, and put a piece in my mouth, but soon spit it out "I can't say much for this, cook," said I.

said I.
"It's not fit for dogs," replied the "It's not fit for dogs," replied the cook. "But so far as I've seen, all the provisions is the same. The sugar's like mad and the molasses is full of grit; and though I have been to sea, man and boy, two-and-tweaty year, I never saw tea like what they've got on board this ship. It am't tea—it makes the liquor yaller. It's shavings, and wot I say is, regular tea ain't shavings."

"Well, let the men complain to the captain." I answered. "He can report to the owners, and get the ship's through the open sky-lights. I heard

stores condemned."

"It's my belief they wos condemned afore they came on board." answered the cook. "I'll bet any man a week's grog that they wos bought cheap in a dock-yard saie o' rotten grub by order o' the Admiralty."

tarough the open sky-lights. I heard Captain Coxon say:
"I should like to know what sort of a fellow they have given me for a second mate. He strikes me as coming the gentleman a tride, don't he, Duck-ling?"

which he kept the dough for the enddy's use, and I put it in my pocket

CHAPTER IL

I will here pause to describe the ship, which, being the theater of much that

which, being the theater of much that befell me which is related in this story, I should place before your eyes in as true a picture as I can draw.

The Grosvenor, then, was a small, full-rigged ship of five hundred tons, painted black with a single white streak below her bulwarks. She was a softwood vessel, built in Halifax, N. S. Her lies, were very prefer. intering gat he below her buiwarks. She was a softwood vessel, built in Halifax, N. S. in wood vessel, built in Halifax, N. S. in wood vessel, built in Halifax, N. S. in the lines were very perfect. Indeed, the beauty of her hull, her lofty masts, stayed with as great perfection as a man-of-ware, she graceful figure-head, sharp yacht-like bows, and round stern had filled me with admiration when I had filled me with admiration when I had filled me with admiration when I had been her her decks were white and well kept. She had a poop and a top-gallant forecastle, both of which I feliate his the builder might have spared, as she was scarcely big enough for them. Her richly carved wheel, brass binately the builder might have spared, as she was scarcely big enough for them. Her richly carved wheel, brass binately, her builder might have spared, as she was scarcely big enough for them. Her richly carved wheel, brass binately, her builder might have spared, as she was scarcely big enough for them. Her richly carved wheel, brass binately, her builder might have spared, as she was searcely big enough for them. Her richly carved wheel, brass hope bout and beauty of the builder might have spared, as she was searcely big enough for them. Her richly dependent on the procession I had adopted. I knew it was in the power of any captain I sailed with to injure me, and perhaps ruin my prospects. Every thing in seafar-ing life depends upon reports and testimonials; and in these days, when demand for officers is utterly dependent on the procession I had adopted. I knew it was in the power of any captain I sailed with to injure me, and perhaps ruin my prospects. Every thing in seafar-ing life depends upon reports and testimonials; and in these days, when demand for officers is utterly dependent on the procession I had adopted. I knew it was in the power of any captain I sailed with to injure me, and perhaps ruin my prospects. Every thing in the power of any captain I sailed with to injure me, and perhaps ruin my prospects. Every th them. Her richly earved wheel, brass belaying pins, brass capstan, brass bin-nacle, handsome skylights and other such details, made her look like a gay pleasure-vessel rather than a sober trader. Her cuddy, however, was plain enough, containing six cabins, including the pantry. The wood-work was cheaply varnished mahogany; a fixed table ran from the mizzen-mast to within a few feet of the cuddy front, and on either side this table was a stout hair-covered bench. Abatt the within a lew feet of the endey front, and on either side this table was a stout hair-covered bench. Abaft the nizzen-mast were the two cablins respectively occupied by Captain Coxon and Mr. Duckling. My own cabin was just under the break of the poop, so that from the window in it I could look out upon the main-deck. A couple of broad skylights, well protected with brass wire-fenders, let plenty of light into the cuddy; and swinging trays and lamps, and red curtains to draw across the skylights when the sun beat upon them, completed the furniture of this part of the vessel.

We could very well have carried a few passengers, and I never learned why we did not; but it may, perhaps, have happened that nobody was going our way at the time we were advertised to sail.

We were bound to Valparaiso with

a general cargo consisting chiefly of toys, hardware, Birmingham and Sheffield outlery, and metal goods, and a stock of piano-fortes. The ship to my thinking, was too deep, as though the owners had compensated themselves for the want of passenger-money by "taking it out" in freight. I readily foresaw that we should labor more than was comfortable in a heavy sea. The steerage was packed with light good,—bird cages, and such things—but space was left in the "tween-decks though the cargo came flush with the deck in the hold.

However, in spite of being over-

However, in spite of being over-loaded, the Grosvenor had besten every thing coming down the river that day.

I came aft, as I have said, after leav-

I came aft, as I have said, after leaving the cook, and finding that the skipper had gone below with the pilot, I went down the companion ladder to the cuddy, followed by Duckling. It was dusk in the cabin and the lamps were lit, although it was still daylight upon the sea. The skipper sat near the mizzen mast stirring the sugar in a cup of tea. The coarse little pilot was eating bread and butter voraciously, his great whiskers moving as he worked his jaws.

Duckling and I scated ourselves at the table. "There's a breeze coming up from the sou west, sir," said he to the captain, "but I don't think there's enough of it to swing the ship."

enough of it to swing the ship."
"Let it come favorable, and we'l

get under way at once," answered Coxon. "Mr. Royle, what's going forward among the men? I heard them cursing pretty freely when they were up aloft."

were up aloft.

"They are complaining of the ship's provisions, sir," I replied. "The cook gave me a biscuit just now, and I promised to show it to you."

Saying which I pulled the biscuit out of my pocket and put it upon the table. He contracted his bushy eyebrows, and, without looking at the biscuit, stared angrily at me.

"Hark you, Mr. Royle!" said he, in a voice I found detestable for the specifing contempt it conveyed. "I

sheering contempt it conveyed. "I allow no officer that sails under me to become a confidant of my crew. Do ou understand?"

on understand?"
I flushed up as I answered that I was
o confident of the crew; that the cook had stopped me to explain the men's grievance, and that I had asked him

for a biseuit to show the capital as a sample of the ship's bread which the steward was serving out.

"It's very good bread," said the obsequious pilot, taking up the biscuit while he wiped the batter out of the corners of his mouth.

"Eat it then!" I exclaimed.

"Eat it then: I exclaimed.

At this Coxon flew into rage. "Eat it yourself," he cried with a violent oath. "You're used to that kind of fare, I should think, and like it, or you wouldn't be bringing it into the enddy in your pocket, would you, sir?" I made him no answer. I saw that Duckling sided with the captain and thought it would be a bad look out for

thought it would be a bad look out for me to begin the voyage with a quarrel.

"I'll trouble you to return that biscuit to the blackguard who gave it to you, and tell him to present Captain Coxon's respects to the men and tell them if they object to the ship's bread, they're welcome to take their meals with the pigs in the long boat."

I made what dispatch I might with my tea, not much desiring to remain in company with Coxon in his present temper. I fancy he grew a little ashamed of himself presently, for he softened his voice and now and again glanced across at me.

he softened his voice and now and again glanced across at me.

As soon as possible I quitted the table, giving Coxon a bow as I arose, which he returned with a sort of half ashamed stiffness, and repaired to my cabin to get my pipe for a half hour's enjoyment on deck. Having procured and lit it I stepped on the forecastle to see that the lamps were all right and that there was a man on the look-out. The crew were in the forecastle, talking in subdued voices and the hot air The crew were in the forecastle, talk-ing in subdued voices and the hot air that came up through the scuttle was intolerable as I passed it. I then re-gained the poop, and seafed myself upon the rail leading from the main-royal and top-gallant masts. The sun had gone down now, and only faint traces of daylight remained in the westward.

To which the other replied: "He seems a civil-spoken young man, and up to his work. But I guess there's too

TO BE CONTINUED. -An old story tells of a smart York-shire lad, who had insulted a gentleshire lad, who had insulted a gentle-man by calling him "Pontius Pilate," and was severely whipped by the schoolmaster. With every blow of the rod the master told the boy never to say "Pontius Pilate" again, and the boy remembered it. Next Sunday, while being catechised and repeating the creed he made the astonishing ent that Christ was "born of th

—A firm here wrote to a Western piano dealer who owed them money: "Dear Sir—Will you be kind enough to send us the amount of your bill? Yours truly." To this the firm received the following reply: "Gentlemen—Your request is granted with pleasure. The amount of my bill is \$575. Your very truly."—Musical Courier.

CURIOUS RAILWAYS.

In a small book entitled "Wonders and Curiosities of the Railway," the author, Mr. W. S. Kennedy, touches on the anomalous and entertaining fea-tures of his subject in chapters bearing such suggestive titles as "The Lightning Harnessed," "The Locomotive in Slippers," "The Luxuries of Travel," and "A Handful of Curiosities." The werage reader who has not made way building a special study, will per-haps be astonished to learn that there have been railroads, not only under the ground and in the air, but among the tree-tops and on the ice, while the

the tree-tops and on the ice, while the model of even a submarine railway has been exhibited.

It appears that some time ago a locomotive on aled-runners was constructed in Scotland, and employed for drawing passengers and freight over the ice between St. Petersburg and Cronstadt. The two driving wheels in the rear were studded with sharp spikes, whereas the front part of the engine rested on a sled which was swiveled, and turned to the right or left by wheels working in connection with an endless screw and a segment rack. From this locomotive, which is said to have run eighteen miles an hour in any direction, the transition is natural to railroads whose ties and track have been laid on the frozen surface of rivers. Mr. Kennedy tells as that in 1879, when the mercury stood twenty degrees below zero, a train of the Northern Pacific railroad passed over the Missouri river on ice three feet thick. The pressure which the ice resisted may be estimated from the fact that the track was laid on twelve foot ties, and that the cars carried over a quantity of railroad iron as well as a number of visitors. About a year after a similar road was built across the river St. Lawrence at Hochelaga. In this instance a rough road-bed was first leveled in the ice; then crossbeams were fitted in, and upon these were placed longitudinal beams which were themselves crossed by the ties that held the rails, water being then pumped over the whole structure to freeze itdown.

Even more novel is the idea of grading for a railroad through a forest with a cross-cut saw, and laying the ties on the stumps. This has actually been done in Sonoma County in this State. Here the trees were sawed off and leveled, and the tes fastened on the

cross-cut saw, and laying the ties on the stumps. This has actually been done in Sonoma County in this State. Here the trees were sawed off and leveled, and the tes fastened on the stumps, two of which were huge redwoods, standing side by side, and sawed off seventy-live feet from the ground. So firm is this support that cars loaded with heavy logs can pass over with perfect security. It is not generally known that in 1839 no less than fifty-two miles of the projected road of the Ohio Railroad Company was laid on wooden piles, which were from seven to twenty-eight feet long, and driven ten feet apart in four rows. No train, however, was ever un over this track. Several woodentrack railways, on the other hand, are actually operated in the United States and Canada. One of these, in the province of Quebec, is thirty miles long, and is used in the transportation of timber. The rails are of maple, and trains are said to run over them with remarkable smoothness, at the rate of twenty-five miles an hour. Another wooden-track railway more them with remarkable smoothness, at the rate of twenty-five miles an hour. Another wooden-track railway more them with remarkable smoothness, at the rate of twenty-five miles an hour. Another wooden-track railway more them with remarkable smoothness, at the rate of twenty-five miles an hour. Another wooden-track railway more them with remarkable smoothness, at the rate of twenty-five miles an hour. miles an hour. Another wooden-track railway, more than fifteen miles long, has been constructed on the grading of the abandoned South Carolina Central railroad, in order to carry the product

railroad, in order to carry the products of turpentine distilleries to a market.

Still more carious are what Mr. Kennedy would call the bicycle railways, where the car wheels run on a single rail. One called the "steam caravan" was begun in Syria, between Aleppo and Alexandretta, but apparently never insished. In the case of this experiment the rail was raised on a wall of masoary twenty-eight inches high, and seventeen and one-half inches broad. On this one rail were to travel the wheels of the locomotive and the carriages attached, but it was intended to brace the engine and the last car in the gine and the last car in the train by obliquely placed leather-covered wheels, running along the sides of the wall, which wheels were further to serve as brakes. A single rail, or bicycle rail-road, has also been built in the United States, and was in operation at Phenix-ville, Pa., in 1876. Since that date a engines may be compared the railway velocipedes, many of which, we learn, are used on Western railroads. These, which have a wheel on each track, can

up to his work. But I guess there's too
much melasses mixed with his blood to
suit my book."

The pilot laughed, and said: "Here's
your health, sir. Men of your kind are
wanted now-a-days, sir."

It will probably be news to most persons that in 1876, at Paris, one Dr. La
Combe exhibited the model of a submarine railway which he proposed to
lay on the bottom of the channel betay on the bottom of the channel beded of concrete, three galvanized fron
rails were to be placed, two for the track
and one in the center. To the central
if the car was to be attached by
rollers, in order to prevent it being derailed by the waves. The boat-car was
to be attached by
rollers, in order to prevent it being derailed by the waves. The boat-car was
to be airstight, and driven by a propeller screw worked by compressed air.
Fresh air was to be sapplied to the occupants of the car by a tube running
up to the surface of the water, where it cupants of the car by a tube running up to the surface of the water, where it would be affixed to a buoy. Finally, a series of buoys on the surface would mark out the track of the car, which, in case of any accident, could be cul loose below, whereupon it would rise to the surface.—San Francisco Argonaul.

There are many persons in the world whose only capital is health. They are engaged in work of various kinds, and so long as health lasts they earn a good living. They must learn how to avoid illness by living in the right way. Others there are who have lived wrongly Others there are who have lived wrongly in youth, but have found out their errors in time to have a fairly good constitution left. These may live to a ripe old age healthfully, if they only take care. Others there are with every thing that riches can give; these must learn to live rightly, too, if they want to be well. Plain food, exercise, etc., will enable these to live long, as they are most troubled by the necessity of work so that they may live. Wealth comes not from our income, but from the amount we save of it; so health comes not from the amount we have to comes not from the amount we have to go on with, but from the amount we save, by not spending it on trifles which waste our strength and give us no re-

The Elyton Land Company of Alabama is a profitable concern. In the last nine months it has paid \$290,000 in dividends to the stockholders. This is \$90,000 more than the original investment. The par value of the stock is \$100, but \$1,200 per share has been rufused for it.

VINEGAR-MAKING.

Three Simple Methods Which Have S

Vinegar-making is a very simple pro-ess. Almost any sweet liquid, if left xposed to the action of the atmosphere or a few weeks, will change to ac acid. An old recipe is as follows: "Ex-pose a mixture of one part of brown

pose a mixture of one part of brown sugar by weight with seven parts of water and some yeast, in a cask whose bung-hole is only slightly covered over, as by a piece of gauze pasted down to keep out insects, for some weeks to the action of the atmosphere and sun. The addition of a few grape vine leaves will hasten fermentation and improve the quality of the vinegar." Vinegar makes much faster in summer than in winter unless kept in a heated room.

Another method is to use potate water. "Take a quantity of potatoes, wash them till thoroughly clean, thea place in a large kettle and boil till done. Drain off the water carefully, straining if necessary in order to remove every particle of the potato. Put this clean potato water in a clean cask, which should be kept in a warm place, and add one pound of sugar to each ten quarts of water, and some hop yeast. In three or four weeks an excellent quality of vinegar may be expected. If potatoes are scarce the water from each day's boiling for table use may be saved.

Another recipe which was tested in Hippo.
And Hippo was sore affrighted, and his knees smote together, and he said within himself:
"What shall I do? For I am in sore

Another recipe which was tested in Another recipe which was tested in the editor's family last winter and found good, is to take one quart of common field corn, picked over and washed clean, then put up in a pan or pail and cover with warm water. Let it stand on the back of a warm stove all night. In the morning, when the stove is hot, set the dish with the corn over the tire and let it boil soveral stove is hot, set the dish with the corn over the fire and let it boil several times, at least till the grains burst open, keeping the corn constantly covered with water. Then strain off the water and add to it till you have three gallons. To each gallon add three-quarters of a pound of brown sugar. If you have a little "mother" that has formed on other vinegar add a little of that and set in a warm place in open vessels or casks with the bungs out. In a few weeks you will have good vinegar at a weeks you will have good vinegar low cost.—N. E. Farmer.

CRUSHING A DUDE.

How Uncle Phil Armour Salted a T

Millionaire Phil Armour has a plea ant custom of buying a suit of clothe once a year for each of his office em This year all but one of the ovs visited a certain tailor on the South side and were measured for suits rang-ing in price from \$30 to \$35. The exception was a dude, who scorned the ception was a dude, who scorned the selections made by his colleagues. He wanted something gergeous and tight-fitting. After pawing over the fashion plates of the tailor he finally selected a piece of goods which would cost \$125 to build into garments. When the tailor, a few weeks later, sent his itemized bill into the big pork packer the latter made inquiries for the purpose of finding out whether this young man with such sesthetic taste was really so unfortunate as to have to work.

"Is he at work in any of our departments?" Mr. Armour asked, turning to one of his lieutenants.

one of his lieutenants.
"Yes; he works in the

was the reply.

"Eh, eh; has he drawn his money for

"No, sir; not yet."
"Well, then, go get his salary and give it to me, and tell him I want to see him at once."

When the dude tripped up to the millionaire the latter cleared his throat and

"Young man, I like to have my clerk "Young man, I like to have my clerks consider themselves on an equality with one another. In looking over the tailor's bill I find that you rate yourself \$90 higher than the figures your colleagues place upon themselves. As I see no tangible proof of your great worth to this establishment, it gives me much satisfaction to present to you your month's salary together with my estimate of your value—your dismissal from my service. Remember, I'm an expert on hogs and know how to salt them."—Chicago Heraid.

A GREAT PUZZLE.

The Arithmetical Problem Which a Sar

There is one summer boarder at Sara be propelled by the feet and bands of the rider at the rate of twenty miles an during the season for the past thirty hour.

It will probably be news to most percorn man. Men may come and me may go, and women too, but he apparently goes on forever. He is lop-sided and lame, talks with a drawl, and is as homely as a hedge-fence, but clean and neat in his appearance. His voice is cross between a sick cat and a fog-horn as it begins with tremendous volumes but sinks into a crescendo-diminuendo then dies in an exasperating silence His refrain is always the same:

"Jim, how much is your pop-corn? said a swell one day.

"S-h-i-l-in" er pint, Po-p-c-o-r-n nice
p-o-p-c-o-r-n." he bawled.

"Now, Jim," continued the swell, "how much does a pint of pop-corr come to at a shilling a quart?"

"Look in your own jograffy
Po-p-co-r-n, nice p-o-p-co-r-n!" yelled
the old man.

One day he appeared at the door of the Union Hotel just as a lady of severe

the Union Hotel just as a lady of severe social distinction was coming out:
"M-i-s'B-r-ow-n, oh M-i-s'B-r-ow-n," he stammered, "kin yer 'rithmetie?"
Then he showed her a piece of shingle on which a long sum was done in chalk.
"I ke-a-r-n-t m-a-a-ke it-out!" he said in a troubled voice. "I-I k-e-r-n-t m-a-a-ke out heow much a p-pound of p-pork comes to at t-t ten cents a pound!"—Detroit Free Press.

-Frank B. Graham and Lottie Pelle -Frank B. Graham and Lottie Pellegrini, of Atlanta, wanted to marry, but her parents said "No." So Frank and Lottie went to the park and sat down and waited till a friend brought a clergyman. Then, not rising, for fear of attracting the attention of the many passing predestrians, they ioined hands attracting the attention of the many passing pedestrians, they joined hands, the ceremony was performed, the minister gave them some good advice and walked away, and the bride went to her home and the groom to his. Three or four days later Lottie's parents heard of all this and told her to bring her husband home and be just as happy as she could be.—N. Y. Sun.

a ing-wheel struck a bowlder, product aparks which set fire to the standit grain, and 240 acres of wheat, 550 acr of grass, and 150 acros of stubble we burned. -At Merced, Cal., a harvester driv BABYLONIAN CHESTNUTS.

eyelids.

He, therefore, called unto his chamberlain, and said unto him:

"My sleep goeth from me. Wherefore, I pray thee, tell me what to do that I may sleep, ere I hew thee into mincemeat, and make thy father's house a byword in this great city of Babylon."

Now the chamberlain's name was Hippo.

plight. My master taketh in the town with the boys, and straitway expected me to reduce the abnormal exaggeration of his cranium."

This he saith to himself. Then he

-my nurse, Susanbee Anthonee. Bu read the next, O, Hippo!"

And Hippo read:
"An aged man erawled slowly into
the oflice of a Tigris street merchan;
yesterday, and handed a letter to the
chief clerk, and the chief clerk carried

"What!" exclaimed Nebuchadnezzar in glee: "doth the messenger boy jok still live? How well I remember read ing it in the 'Annals of the Ark.' I be lieve Noah told it first. But read some

But Hippo read none of them aloud

He Lived by Stealing.

"You were never arrested for theft?

An Unearned Reputation.

Featheriy was blowing his tea to cool it off while Bobby regarded him with in-

tense interest.
"What's the matter, Robert?" said

"What's the matter, Roberts" said the old man. "Don't you know that it is very impolite to stare at a person in that way?"

"Huh?" responded Bobby. "You said he was the biggest blower in town. He can't blow any harder'n I can."—
N. Y. Sun.

Following Instructions.

Mamie-Now, Tommy, don't be a pig-

You've got my cake and yours, too. I'll just run and tell ma.

Tommy—Go on, tattle-tale! Ma won't do nothin'.

Mamie-You just bet she will when Tommy—She won't, neither. Only this mornin' she tole me I always must take your part. So, smarty!—*Hambler*.

—A California farmer who owns a separate water right recently refused \$1,500 per inch for all he will sell from his canyon.

jail?

Witness-No. sir.

-Keep no more animals than can be emfortably accommodated; other sey prove an expense rather rofitable.—N. Y. Tribune. It came to pass on a certain night that the great King Nebuchadnezzar, having attended lodge, was aweary when he returned to the palace, and his mind was disquieted within him.

He lay down upon his bed; but slee led from his eyes and slumber from hi

-Every farmer should prevent the killing of birds on his place. Boys with cheap shot-guns pepper away at everything with wings; and when the birds are dead the insects eat up the farmer's produce.—Troy Times.

SEFUL AND SUGGESTIVE.

—Plow the heavy land and leave it in the rough condition so that the frost can penetrate and render it fine. There is no better agency for pulverizing tough soils than frost. It will also at the same

Herald.

-Those who have tried it say that string beans can be had the year round, as a rarity, by picking them and salting them, just as you do cucumbers. When to be used, take them from the brine and freshen them; then cut and cook just as you do in warm weather. They report them as very toothsome, and a nice change of diet.—Boston Budget.

-If your hogs lack material to build up their bony and muscular tissues, suppose you try an experiment and feed them lime, powdered bones, grass and oats for muscle. When you feed, see that every hog is present at roll-call, and always seek the absent one, as there is generally something wrong

of his eranium."

This he saith to himself. Then he speaketh aloud:

"O, King, live forever! I will bring unto thee the daily Babylon Bloopipe, and read aloud the funny column thereof. So shalt thou be soothed, and thy sleep shall return unto thee again."

Then spake Nebuchadnezzar:

"Thou sayest well, O, Hippo! As I never read the papers, it will be amusing to me, doubtless."

Then Hippo, the chamberlain, having brought the file, began to read, saying:

"A horseman magnificently arrayed passed through this city this morning. He was clothed in a suit of armor of solid gold, and his belmet of burnished gold was set with precious stones exceeding rare. His horse was a price-less Arab of the purest blood. On inquiry he was found to be a plumber of Damascus, come hither on his way home from his vacation."

"Ha, ha, ha!" laughed Nebuchadnezzar; "how oft have I been charmed by these plumber jokes. When yet a little lad, my nurse did tell them to me—my nurse, Susantee Anthonee. But read the next O. Hinpo!"

and always seek the absent one, as there is generally something wrong with him, and that is the one to watch.

—Albany Journal.

—An excellent practical farmer remarked a year or two ago that he considered a good clover seeding worth from \$10 to \$15 an acre. This is more than the profit on any grain crop, and it can be had when grain is sown by the outlay of \$1.25 to \$1.50 for clover seed. Here is a profit of 1,000 per cent. in six months, without interfering with other crops.—Western Rural.

—All China that has any gilding upon

erops.—Western Rural.

—All China that has any gilding upon it may on no account be rubbed with a cloth of any kind, but merely rinsed, first in hot and afterward in cold water, and then left to drain till dry. If the gilding is very dirty and requires polishing it may now and then be rubbed with a soft piece of wash leather and a little dry whiting, but this operation must not be repeated more than once a a year, otherwise the gold will most certainly be rubbed off and the china spoiled.—Boston Post.

—Clean napkins should be laid away in a chest or drawer, with some pleas-

cher cierk, and the eniel cierk carried it to his master.

"Yes,' said the master, in astonishment: this is a reply to a letter I sent by a messenger boy fifty year since."

"Yes,' remarked the man who brought it; I have now brought you the answer." —Clean napkins should be laid away in a chest or drawer, with some pleasant cleanly herb, as lavender or sweet grass, or the old-fashioned clover, or bags of oriental orris root, put between them, that these may come to the table smelling of these deliciously fresh substances. Nothing takes away the appetite of a nervous dyspeptic so certainly as to have a napkin come to him smelling of greasy soap. There is a laundry soap now in use which leaves a very unpleasant odor, and a napkin a very unpleasant odor, and a napkin often smells so strongly of it as to take away the appetite.—The Household.

more!"
And Hippo read: "A damsel residing near the Sheep Gate was seen emerging from the front door a few mornings since. She carried a tablespoon, which she laid carefully on the curbstone.
"What do ye with the spoon?" asked her fether. her father.
"'Sir!' she replied: 'it is that the ice-man may have where to place our sup-ply of ice.' FASHIONS FOR LADIES. Timely Gossip About Various Matters of Domestic Interest.

ply of ice.""
"Good!" exclaimed the King; "my
grandfather was addicted to just
grandfather was addicted to just Skirts are worn very short, and shorter "Good!" exciaimed the King; "my grandfather was addicted to just such pleasantries with the ice-man. Let us have some more!" Hippo saw that his master was getting somewhat sleepy. Feather bands are the preferred tries nings for new wraps. White lace is to supersede the cream

his master was getting somewhat sleepy. So he saith:

"The next, O, King, is in regard to a goat, and depicteth him in the act of making a meal from circus posters,"

"Ah!" said Nebuchadnezzar; "the goat survives, too, does he? I used to read just such things when I was a boy, in an almanae a thousand years old, preserved in my cabinet of curiosities. What is the next one about?"

"The mule, O, King."

"Read it not, for the possible jests on the mule and his hinder hoofs are engraved on the obelisks of ancient Egypt. What are the others about?"

"The next treateth of ice-cream; the one following mentioneth base-ball umpires in a trifling manner, and the last speaketh flippantly of a mother-in-law."

But Himper read none of them aloud. tint so long in fashion. Yokes of velvet are a feature of silk That rough woolen stuff called San-dier (boar's) cloth is more in fashion

glier (boar's) cloth is more in fashion than ever.

Bronze is combined with pale blue, pale pink, light green, salmon and poppy color.

English gowns are made in severely simple styles, but are exquisitely fitted and well sewed.

Gray watered silk is combined with black cashmere and black camel's-hair in gowns for elderly ladies.

Under-petiticoats of silk in dark and light colors, white and black, are made with gathered pinked flounces.

Hair ornaments are combinations of ribbon loops thickly massed and surmounted by herons' aigrettes.

Sashes of woolen material, corresponding to the dress with which they are worn, are trimmed with embroidery or fringe.

for, even as he spoke, Nebuchadnezzar fell into a deep sleep, from which he did not awake until next day at eleven o'clock, railroad time.— Wm. H. Siciler, or fringe.

Rough camel's-hair fabrics, plain, striped, plain and cross-barred, are

The most elegant Parisan women re fuse to wear very prominent bustles but, for all that, there is a threatene "Never, Sir."
"Come now, you can't say that you ever stole any thing?"
"Well, no, I can't." revival of crinoline "Ah, I thought so! In fact you have olen a good deal."
"Yees."

Waists are long, but postillions and pointed fronts are short, but accurately peaked, while the corsage is cut very short over the him lines.

"Y-e-s."
"You make your living by stealing.
Now don't you?"
"For the last three years, sir."
"Do you hear that, gentlemen of the jury? A creditable witness, indeed Quite frank, however. You admit that you make your living by stealing?"
"Yes, sir. I belong to the 'Orions,' I steal bases."—Philutelphia Call.

"Oh, Miss Brown, who was that very homely young lady you were with this afternoon?"

afternoon?"
"That sir? That was my sister."
"Oh—ah—I—I beg ten thousand pardons! I ought to have noticed the great resemblance! That is—"
Then he wished an earthquake would happen right then and there.—M. T. Sun.

pointed fronts are short, but accurately peaked, while the corsage is cut very short over the hip lines.

White lace jabots are worn with high bodices and are fastened with gold or jeweled pins arranged according to the dictates of the wearer.

Bright yellow in small quantities bids fair to take the place or share the favor with vivid red, so long popular as a brightener of dark violets.

White eider-down jackets will be worn as driving wraps over light dresses the antumn through. These jackets are becoming stylish and extremely comfortable on a cool day.

The new fall wrappings challenge admiration, and the styles are of the most varied and mixed description, showing an indescribable blending of visite, corsage, jacket, mantle and pereline.

A capote of bronze felt has the brim bound with pale pink velvet. A cluster of nodding ostrich feathers massed in front and an aigrette form the trimming. The short strings are of pink velvet ribbon.

Buttons are in great variety. Those of metal either have etchings and raised designs or are of filigree work. The old-fashioned way of covering button molds with the material of the dress is again revived.—N. Y. Mail and Express.

Bogus Butter in Bengal. The native community thro

Bengal has been greatly excited lately by the discovery that extensive adulteration is carried on in the manufacture of ghee, or clarified butter, an article in daily use in every native household. The intensity of the popular feeling on the subject is accounted for by the fact that the adulteration is effected either with beef and mutton fat, the eating of which is a deadly sin in the eyes of the Hindus, or with lard, which the Mohammedams consider unclean food. Both Hindus and Mohammedams have called on the Government to protect then by legislation, and have urged the necessity for immediate action, so that the measures might come into force before the Doorga Pooja and Mohurrum, the great festivals of the two religions.—N. T. Post. on is carried on in the man